





Advertisements

**H.M.S. "TERRIBLE"**  
THE FETE and RECEPTION for Captain PERCY SCOTT, R.N., C.B., and the Officers of H.M.S. "TERRIBLE" will be held on the CRICKET GROUNDS, TONIGHT, the 19th instant, from 9.30 to 11.30 P.M.  
H. R. POLLOCK, Hon. Secretary.  
Hongkong, 19th May, 1900. [6458]

BANK HOLIDAY

IN accordance with Ordinance No. 6 of 1875, the Undersigned BANKS will be CLOSED for the Transference of Public Business, on THURSDAY, the 21st instant, the Anniversary of the BIRTHDAY of Her Gracious Majesty the Queen.

For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA, D. W. GILMOUR, Manager, Hongkong.

For the HONGKONG & SHANGHAI BANKING CORPORATION, H. M. BEAVIS, Acting Manager, Hongkong.

For the NATIONAL BANK OF CHINA, LIMITED, GEO. W. F. PLAYFAIR, Chief Manager, Hongkong.

For the MERCHANT BANK OF INDIA, LIMITED, JOHN THURBURN, Manager, Hongkong.

For the BANK OF CHINA, LIMITED, L. BERKHOFF, Acting Manager, Hongkong.

For the YOKOHAMA SPECIE BANK, LIMITED, S. CHOI, Manager, Hongkong.

For the IMPERIAL BANK OF CHINA, D. W. GILMOUR, Acting Manager, Hongkong.

For the DEUTSCHE BANK, H. SCHULTE, Acting Manager, Hongkong.

For the CHINA NAVIGATION COMPANY, LIMITED, HONGKONG, 19th May, 1900.

FOR AMOY, SINGAPORE, SAMARANG AND SOERABAYA, THE Steamship.

MARIE HEBSEN, will be despatched as above on TUESDAY, the 22nd instant, at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th May, 1900. [6458]

NOTICE TO CONSIGNEES, FROM TRIESTE, FUME, PORT SAID, ADEN, KARRACHI, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship, having arrived, consignees in the cargo hereby informed that their goods are being landed at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, where delivery may be obtained.

This Vessel brings Cargoes from Trieste, Fume, Port Said, Aden, Karrachi, Bombay, Colombo, Penang and Singapore.

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A. S. WATSON & Co. LIMITED, QUEEN'S ROAD CENTRAL.

MARRIAGE, On the 18th April, at Chateau United Press, in the High Street, Singapore, by the Rev. George Johnston, CHURCHMAN, of Singapore, to MARY, daughter of John Charles Tait, Rosemary Caroline.

THE HONGKONG TELEGRAPH, HONGKONG, SATURDAY, MAY 19, 1900.

REUTER'S TELEGRAMS, THE WAR, VIETNAM.

ANXIETY FOR THE GARRISON, LONDON, May 17th.

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THE WESTERN FRONTIER, CHRISTIANA OCCUPIED, General Buller has reached a place twelve miles along the Hoopstad Road without seeing the enemy. General Buller has occupied Christiana unopposed, the enemy retiring on Klerksdorp.

THE FREE STATE, A number of Boers in the Ficksburg and Bethlehem districts are desirous of surrendering.

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WEATHER REPORT, The Observatory report says—On the 19th at 11.55 a.m. the barometer has fallen over the Formosa Channel and S. coast of China, risen in Japan. Pressure is highest in W. Japan, and relatively low over the S.E. coast of China. Gradients slight to moderate for E. winds on the E. coast of China, and for S.W. winds on the S. coast. FORECAST—Fresh S.W. winds; squally, showery.

LOCAL AND GENERAL, Sir Frank Sweetenham arrived at Shanghai on the 13th ult. en route for Wei-hai-wei.

WE are glad to hear that C. S. M. Conolly, R.A., who is at Kennedytown Hospital suffering from plague, is progressing favourably.

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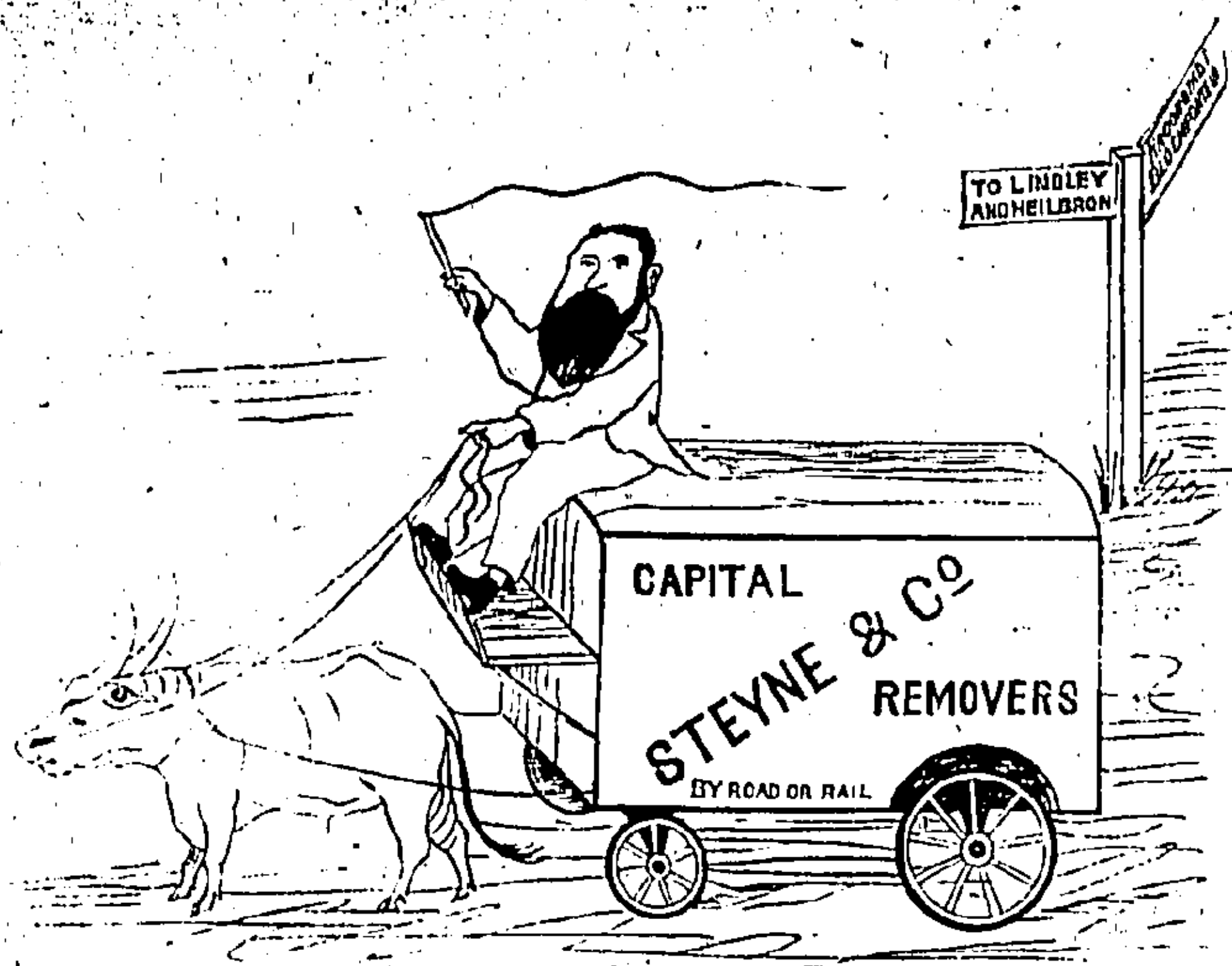
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## OUR CARTOON.



## SOUTH AFRICAN INDUSTRIES.

Mr Steyne has gone to Heilbron, which he has proclaimed the Capital of the Free State. *Reuter.*

cal Boila has been captured. In it he complains that the Boer troops supposed to be defending Kroonstad are engaged in looting grain in the districts, thereby causing intense ill-feeling among the Free State.

## Steyn Apprehensive.

President Steyn urges the withdrawal of a part of the Boer force in Natal in Van Reenen's Pass, in order to strike a decisive blow in the defence of the Free State, otherwise he would be unable to guarantee the loyalty of the Free State portion of the forces.

## Horses Confiscated.

A Times despatch from Bloemfontein says that all the horses have been confiscated in that district, which is more effective and easier than disarmament.

## The King of Sweden Speaks.

The Express publishes an interview with the King of Sweden who is now in London. His Majesty emphatically declared his belief in the justice of the British cause in South Africa.

## The Spionkop Despatches.

Despatches and correspondence promised by Mr. G. Wyndham to the House of Commons on Monday last, have been published. Lord Lansdowne, on the 5th January, requested General Buller to forward the despatches relating to all engagements for publication. Lord Wolseley, in a telegram to Lord Roberts on the 6th February, says that it would be impossible to publish Lord Roberts's despatches as they contained inappropriate passages, and there were other objections. Lord Wolseley offered to re-write it, but he would prefer Lord Methuen to re-write the same. Lord Lansdowne, in a telegram to Lord Roberts on the 28th March, refers to the letter to the above telegrams, and continues that it is impossible to publish all the documents accompanying Lord Roberts's despatch of 15th February, and proposes the publication of those which have already been published. On the 17th April, Lord Lansdowne asks Lord Roberts's opinion in the matter, and suggests referring to General Buller. Lord Lansdowne proposes as an alternative to re-write the despatches, and in February and enclosures as confidential, General Buller sending a fresh and full narrative to which Lord Roberts could append any observations he desired for publication. Other despatches show that, owing to General Buller objecting to re-write a despatch for publication, Lord Lansdowne decided, with Lord Roberts's concurrence, to publish a selection from the despatches.

## Spionkop Debate.

The House of Commons have rejected by 215 against 176 votes, the motion of Mr. Kinnear to reduce the vote for the War Office in connection with the publication of the Spionkop despatches. Mr. Wyndham said it was in accordance with precedent and the Queen's Regulations to publish despatches, and he was persuaded that both General Buller and Lord Roberts intended their despatches should be published. It would be an insult to attempt an apology for so great a man as General Sir Redvers Buller, but his name would be glad to know his strategy had been praised by Lord Roberts. Mr. Halliday said it was never suggested that General Buller should modify the substance of his despatch; the suggestion was only as to its form. Sir Henry Campbell H. Bannerman said the Government had departed from immemorial practice by publishing formal despatches reflecting upon the conduct of other officers. In the House of Lords, Lord Lansdowne denied suggesting to Lord Roberts the substituting of a garbled document. He considered Lord Roberts' rebuke to General Buller very mild indeed. Lord Rosebery asked whether General Buller had tendered his resignation. Lord Lansdowne said he had no knowledge thereof. Lord Rosebery continued that the Government had impaired General Buller's authority, and degraded his position because they were unable to face a few questions in the House of Commons. The Times and other newspapers stigmatize Lord Lansdowne's proposed alternative as a cynical invitation to cook the despatches, and add that it was impossible for Lord Roberts to object to the publication of what he had written. The responsibility, they say, remains with Lord Lansdowne.

## The Capture of Brandfort.

General Tucker, commanding the 9th Division, and General Pole-Carew, commanding the Guards, were in command of the forces at the capture of Brandfort. Owing to the diversion of the Cavalry to the assistance of General Buller, the capture of the town was effected by the infantry after a three days' march, who took the enemy entirely unawares. The Boer correspondent declares that Commandant Delarey drove the British back from the entrenchments at Brandfort. 4,000 Boers were moved last evening to oppose our advance. General Tucker's Artillery had a sharp fight with the enemy, and put two of their guns out of action. Lord Roberts, in announcing the occupation of Brandfort without much opposition, hopes that we have not many casualties. The Boers who were commanded by Commandant Delarey, retired north-east.

## Thabanehu Evacuated.

Reuter from Thabanehu, wires on the 3rd instant that the Boers evacuated Thabanehu hill last night, and trekked north. General French left today. The Boers from the town have retired towards Wepster. It is expected that General Buller will join General Ruddle at Thabanehu immediately.

## The Spionkop Debate.

May 5th. The newspapers this morning declare that the debate in Parliament contained nothing to alter their opinion that the publication of the Spionkop despatches was unjustified, and that explanations as to the meaning of Lord Lansdowne's alternative proposal are unconvincing.

## Expelled Britishers.

Five hundred expelled Britishers of all classes, mostly women and children, have arrived at Lourenço Marques in connection with the Johannesburg explosion. Mr. Debie has been bailed for £500. The charge has been reduced to one of attempted murder.

## BY THE MAIL.

[From Our Exchanges.]

## The New Prince.

A Berlin correspondent understands that the German Emperor has been asked to become godfather to the Duke of York's infant son, and has accepted the invitation with pleasure.

## Congratulatory.

The German Emperor has sent a congratulatory telegram to the Hamburg-American

Steamship Company on the occasion of the departure of the steamer *Batavia*, which is for the first time provided with a lead-line. His Majesty describes its provision as "the first great step towards the realisation of my social policy."

## Death of Lord Londesborough.

At his town residence, 29, Governor-square, the Earl of Londesborough succumbed on 19th April to an attack of pneumonia, supervening on influenza. The deceased peer was widely known as a sportsman, and will be greatly missed in Yorkshire in particular, where the family own extensive estates, and he enjoyed great popularity.

## The Manchurian Railway.

According to the *Nihoa Times*, the greatest activity is now being displayed in pushing forward the construction of the Manchurian Railway. The earthworks on the Wladivostok-Charbin-Sungari line will be completed during the coming summer, and this line will be thrown open to traffic next autumn.

## The King of Sweden.

The King of Sweden and Norway, travelling as Count von Haga, on 18th ult., reached Victoria Station, where he was cordially greeted by a number of Swedes and Norwegians. He drove down to Grove House, Richmond, where the King and Queen will stay during their residence in this country.

## Captain Lambton.

Captain the Hon. Hedworth Lambton, of Her Majesty's ship *Powerful*, has received from the Princess of Wales a telegram welcoming back the officers and men who so gallantly and bravely supported him in his "grand and noble work." "Long live the 'Handy Man'! hope all well on board" concludes her Royal Highness.

## Easter Bounties.

The Queen's Easter Bounties were distributed on 14th ult., in Westminster Abbey, the number of each sex corresponding with the age of Her Majesty. The distribution was made by the Bishop of Ely (Lord High Almoner), the Rev. Edgar Sheppard (Sub-Almoner), Mr. H. J. Biddell (Secretary to the Almoner), and Mr. W. G. Hunt.

## Colonel Crofton.

Colonel Crofton, who was in command of Spionkop after General Woodgate fell, was on 18th ult., placed on half-pay. He has been in the Royal Lancaster Regiment since 1866, and completed his term of command six months ago, but was allowed to take his battalion to the front, as he had had previous experience of South African warfare. Colonel's Battalion escorted the Jameson raiders when they were sent home.

## A Canonisation.

The Pope has invited all the Roman Catholic bishops throughout the world to attend the canonisation of La Salle and Rita da Cascia on 20th inst., and the grand *fiets* on 24th in celebration of the canonisation. On May 27th and June 3 there will be further solemn ceremonies in connection with the beatification of a number of missionaries martyred in China, Tong King, and elsewhere, and other servants of the Church.

## A New Fort on the Clyde.

The War Office have purchased from the Marquis of Lorne forty-eight acres of land at Kilcregan at a cost of £4,000, for the purpose of erecting a fort in a position over the mining ground of the Clyde Submarine Volunteer Engineers. The fort will be mounted with heavy cannon to command the Clyde from Cowal shores to Dumbarton. Barrack accommodation will be provided, and the work of erection will soon be commenced.

## The New Halfpenny Stamp.

The new halfpenny stamp, which is green instead of red, has been issued to a number of post offices in London, and on 18th ult. a large number of them were sold and used. The design is exactly the same as heretofore, the only difference being in the colour. At some of the post offices where a large stock of the old halfpenny stamps remains on hand, the new ones have not yet been put on sale, but all the offices throughout the country will be eventually supplied with them.

## To Raise Treasure.

The Russian newspapers state that a salvage company of Genoa has just concluded a contract with the municipality of Balaklava, in the Crimea, to raise a British warship which was lost off that town during the siege of Sevastopol. The work of salvage will be completed shortly, and 10 per cent. of the profit will be given to the town of Balaklava. It is believed that treasure worth several thousand pounds went down in the vessel.

## A Chinese Magician.

Amongst the novelties at the Alhambra is the appearance of Chung Ling So, a Chinese Magician, who is assisted by his son and a Chinese maid in a most astonishing and mystifying exhibition of Legenderman. Probably China's most remarkable feat is catching live gold fish on the end of a line in mid-air and producing from a shawl a large three-gallon bowl of water with ducks swimming in it. Chung has a very lengthy repertoire which should interest London audiences for some time to come.

## Disturbances near New York.

Serious disturbances have occurred near New York, resulting in the loss of a large military force. The trouble has arisen owing to the refusal of the contractors for some new reservoir dams to increase the pay of 800 Italian workmen in their employ. On 16th ult., one sergeant—a Scotsman—named Douglas—was murdered by the strikers, who are entrenched and drill daily. They threaten to blow up one of the dams, thus cutting off New York's water supply.

## The Next General Election.

Speaking at Bristol, Sir Michael Hicks-Beach said he could not tell when the general election would take place, and felt absolutely certain nobody else knew; but if the war did not extend beyond the natural life of Parliament, the Government would not appeal to the constituencies before they were in a position to judge the policy that would be recommended. With regard to the celebration of Prince of Wales Day, he claimed that Lord Beaconsfield was one of the first to appreciate the enormous advantage of knitting the Colonies to the Mother Country.

## General Gatacre.

General Sir William Gatacre, K.C.B., is to return to England. South Africa is a ruinous military as well as political career. Sir William has had a great career. He served in Durban, commanded the British troops in the Soudan during the first advance on the Nile, and the British Division at the Battle of Omdurman, receiving for his distinguished services the thanks of both House of Parlia-

ment. His command of the troops on the North-Western Frontier of the Cape has been peculiarly unfortunate, and so sad a disaster narrowly missed being a victory—each of which the citizens are so proud to have—has always stuck to him, or perhaps, that is another way of saying they are British soldiers. General Gatacre has taken command of General Gatacre's column.

## Primrose Day.

Primrose Day was celebrated in London and generally throughout the country by the general wearing of primroses. The statue of Lord Beaconsfield in Parliament square was elaborately decorated, and was visited by large numbers of sightseers. A wreath was placed on behalf of the Queen on the grave of Lord Beaconsfield at Highgate. Mr. R. D. Ellis, of Hongkong, as usual, sent a very handsome floral memorial, in the form of a card, formed of choice white daisies, including arm lilies, eucharist lilies, and white lilies, bearing on its front an inscription in red flowers, which was placed on the seat in the chance of the church formerly occupied by the Earl, and immediately below the monument erected to his memory by the Queen. Attached to the cross was a card, bearing a device formed of the Union Jack and the Royal Standard, placed above a small map of the British Isles. On it was inscribed, after certain patriotic lines: "In loving memory of the Right Hon. Earl Beaconsfield, K.G., died April 18th 1881. For Mrs. Willis, of London. God defend the right."

## NAVAL NOTES.

The *Albatross* has arrived at Malta, en route for China. The *Juniper*, Ld., Lieutenant and Commander R. G. Corbett, has left Plymouth for China. The Volunteer Fleet cruiser *HMS Odissea* on 14th ult., for Port Arthur with a large contingent of men. The battleship *Goliath*, Capt. L. E. Wintz, arrived at Sheerness on 17th ult. from Chatham, on her way to China to relieve the *Venerable*, battleship, which has been ordered to Malta. The *Goliath* was to embark her War Department stores, adjust compasses, and carry out her commissioned task before taking her departure from Sheerness. The Volunteer Fleet cruiser *Viper*, *Vanguard*, conveying a large contingent of men, left Odesa on 18th ult., for Vladivostok. The *Argonaut*, cruiser, was commissioned at Chatham on 10th ult., by Captain G. H. Cherry, to relieve the *Undaunted*, Captain A. J. Clarke, on the China Station. The *Argonaut* and *Cyclone* were also commissioned by Comd. M. T. Poles and Lieut. Comd. F. W. Way respectively as tenders to the *Argonaut*. Each of the *Argonaut*'s carry a crew of sixty-two. Vice-Admiral Sir Compton A. Dromville was to be the admiral superintendent of Naval Reserves on May 11th. A cablegram announced he will succeed Vice-Admiral Sir Edward H. Seymour as Commander-in-Chief on the China Station, and his flagship will be the *Gloria*, one of the *Canopus* class which is due to be commissioned this month. Sir Compton Dromville is an exceedingly smart officer. He was promoted commander in 1893 for the skill and gallantry he displayed in his service against pirates when in the *Albatross*. The *Norge*, the first of a couple of small ironclads for the Norwegian Government, has been launched at Elswick. They are greatly improved *Harald Hargreaves*, and intended to compete with the Swedish *Driftgiganten* class. Our competition with France and Russia is as nothing compared to that existing between Sweden and Norway, and before many years are past we may see some pretty naval battles in Scandinavian waters. The presence of the Dutch man-of-war *Queen Emma*, of the Netherlands, at St. Helena is said to have been accidental, as she is on her way home from Java, and would have been there some time ago, only she had to wait for new yards. The latest cruiser ordered to the Russian Navy is the *Akshol*, recently launched at the Germania Yard at Kiel. She is a fine serviceable-looking craft of 6,000 tons displacement, and is one of four of a somewhat similar type which are now under construction, the three others being ordered in Denmark, the United States, and at Stettin. The *Akshol* is just over 426 ft. in length, with a beam of about 49 ft., so that it will be seen she is intended for speed. Her draught of water when completely equipped is estimated to be 20 ft. She is not an armoured, but, rather, a protected cruiser, her defensive cuirass consisting solely of a steel deck from 12 in. to 3 in. thick and a conning-tower of plating nearly 6 in. in thickness. Her guns, though, will have shields revolving with them. She carries a considerable number of guns, although none are of a greater calibre than 5.9 in. Of this class she mounts a dozen pieces, of which two are perched up in a species of elevated forecastle, two are placed aft, and the remainder on the broadside four on either side. In addition she carries the same number of 3 in. weapons, eight 3-pounders, a couple of 7-pounders, two automatic weapons, and six torpedo tubes of which two are of the below-water type. Her motive power consists of three sets of triple-expansion engines, driving three propellers, and supplied with steam by nine Schultze boilers.

## THE PHILIPPINE QUESTION.

The members of the new Philippine Commission sailed on 17th April from San Francisco for Manila. In the Senate on 17th April Mr. How delivered a speech strongly advocating the granting of independence to the Philippines. He earnestly and vigorously defended the Philippines, especially Aguinaldo, who, he said, was brave, honest, and patriotic, and deserved to be remembered, together with the small band who had given life and everything dearer than life to their country in a losing cause. He fully justified the Philippines in resisting the Americans. He would require all foreign Governments to keep out of the Philippines, and would invite the Great Powers to unite in an agreement that their independence should not be interfered with. A Washington despatch to the *Herald* states that Mr. Hay, Secretary of State, has notified Spain that the United States cannot agree to the contention that the Islands of Sibutu and Caganan shall belong to Spain. It is added that this action on the part of the United States Government was taken owing to information that Germany is taking a deep interest in the controversy. It is considered likely that Spain will suggest that the matter should be submitted to arbitration, but it is improbable that the United States will entertain such a proposal. The Foreign Relations Committee of the Senate has agreed to report favourably upon the Convention between the United States and Spain extending for six months the time allowed for the Spanish remaining in the Philippines to elect whether they will be citizens of Spain or of the Philippines. A War Office return is issued states that the American military forces in the Philippines number 63,583 officers and men, of whom 50,847 are volunteers. General Miles, Commander-in-Chief, in the course of an interview at Philadelphia, expressed considerable doubt as to whether it would be possible, as had been suggested, to reduce that large army in the course of the next few months. He rather thought that it might be found necessary to increase it, as the general tactics now being followed by the insurgents necessitated the policing of a wide area.

## NOTANDA.

## CALENDAR.

MAY.  
Meteorological means based on ten years' observations to 1899.  
Barometer ..... 29.867  
Thermometer ..... 76.2  
Humidity ..... 84.0  
Rainfall ..... 15.0  
YESTERDAY.  
WEATHER REPORT.  
On date at Hongkong.  
Barometer ..... 29.91  
Temperature ..... 82  
Humidity ..... 77  
Rainfall ..... 7.3  
10-DAY.  
Saturday, 19th May, 1900.  
Chinese 21st of 4th moon of 26th year of Kwang-si.  
Sun—Rises ..... 5hr. 20min.  
Sets ..... 6hr. 35min.  
High water—Morning ..... 6hr. 30min.  
Afternoon ..... 1hr. 30min.  
Low water—Morning ..... 4hr. 30min.  
Afternoon ..... 7hr. 20min.  
ANNIVERSARIES.  
1841—The Select Committee issued a notice that British Trade would be suspended at Canton on August 1st.  
1849—Attempted assassination of the Queen by Hamilton.  
1878—Capt. Superintendent Deane and several constables wounded by burglars in Hongkong.  
1883—Defeat of a French Saitie at Hanoi; Commandant Riviere killed.  
1890—Fire at the godowns of the Hongkong Dispensary; damage \$160,000.  
1895—Bishop Pizzardi consecrated.  
1897—Captain of the s.s. *Sir Hong Ann* near Malacca; 200 lives lost.  
1898—Death of William Ewart Gladstone.  
1899—Universal Gazette states that Canton Viceroy sent message to Nizone landing the Hinterland rebels.  
TO-MORROW.  
Sunday, 20th May, 1900.  
Chinese 22nd of 4th moon of 26th year of Kwang-si.  
Sun—Rises ..... 5hr. 20min.  
Sets ..... 6hr. 35min.  
High water—Morning ..... 6hr. 30min.  
Afternoon ..... 1hr. 30min.  
Low water—Morning ..... 4hr. 30min.  
Afternoon ..... 7hr. 20min.  
ANNIVERSARIES.  
1506—Christopher Columbus died.  
1843—Sir H. Pottenger invested with the insignia of a K.C.B. at Government House, Hongkong.  
1858—Capture of the Taku forts.

1859—The Austrians defeated by the French at Montebello.  
1868—The German barque *Leopold* taken by pirates in the China Sea.  
1890—The striking of coins at the Canton Mint commenced.  
1897—Armistice of 17 days declared between Turkey and Greece.  
1898—Admiral Cervera's fleet arrives at Santiago de Cuba.  
1899—Members of Bunnah-Seaburn Railway pass through Chungking.

AGENDA.  
TO-DAY.  
9.30 to 11.30 p.m.—"Terrible" Fête.  
TO-MORROW.  
C. N. Co.'s steamer *Marie* leaves for Samang and Sourabaya.  
p.m.—Concert at the Lusitano Club in aid of the Indian Famine Fund.  
CHURCH SERVICES.  
St. John's Cathedral: Communion, 7 a.m., Matins, 11 a.m., Evensong, 5.15 p.m.  
Roman Catholic Cathedral: Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.  
Union Church: Services, 11 a.m. and 6 p.m.  
German Bethesda Chapel, West Point: Morning Service, 11 a.m.  
St. Francis' Church, Wanchai: Mass (Chin.) 6 a.m. (Port.), 7.30 a.m., Benediction, 5 p.m.  
St. Joseph's Church, Garden Road: Morning Service (English), 9 a.m.  
St. Anthony's Chapel, West Point: Mass, 8 a.m.  
Wesleyan Methodist Church: Services, 10.30 a.m. and 5.45 p.m.  
St. Peter's Seamen's Church: 11 a.m. and 6.30 p.m.

DEPARTURES.  
May 19, *Hermes*, Norwegian str., for Hongkong.  
May 19, *Thistle*, British ship, for Moodyville.  
May 19, *Loch*, British str., for Bangkok.  
May 19, *Diamond*, British str., for Manila.  
May 19, *Hwang*, British str., for Shanghai.  
May 19, *Indus*, French str., for Shanghai, &c.

ARRIVALS.  
Per *India*, from Singapore, 562 Chinese.  
Per *India*, from Hongkong, from Bombay.  
Miss R. Malvern, Mr. Taylor and infant, and Mr. Ah Fook, from Marcellles—Mr. Dural Henrich, and Mr. and Mrs. Pinto Lillo, from Colombo. 2 Chinese, from Batavia—Mr. and Mrs. Ugo Cohen, from Singapore—Mr. Hulchoff, Pol. Count Hayes, Mr. and Mrs. Vickers Beaufield, Messrs. A. Todd (2), Ch. Shringer, Lieut. Hindley, Francisco da Mota, Ch. Goette and Koch, Pol. from Saigon—Mr. E. Carolan, and 6 Chinese, for Shanghai, from Marcellles—Messrs. Marcel Broil, Prevoye, Luchon, A. H. Harris, Mathieu, Lafance, Maurin, Brassy, John Brandwood, Hubert, Rossington, Magnan, and Mr. and Mrs. Moco Minagio, from Suez—Mr. Querant, for Nagasaki, from Marcellles—Mr. Buisson, from Bombay, Miss Kani, from Singapore—4 Japanese, from Saigon—Miss Chouma, for Kobe, from Marcellles—Mr. de Tossatien, from Singapore—Mr. Dou, and Mr. and Mrs. Shiyemaku, for Yokohama from Bombay—Mr. Komma, from Marcellles—Messrs. Naguchi and Salamone, from Colombo—Messrs. Robertson, Meira Ali R. and son, from Singapore—Messrs. Cales de Wit, Marcell, Tokimura, Takao, E. Meyer and E. Lagard.

ST. JOHN'S CATHEDRAL: Communion, 7 a.m., Matins, 11 a.m., Evensong, 5.15 p.m.  
ROMAN CATHOLIC CATHEDRAL: Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.  
UNION CHURCH: Services, 11 a.m. and 6 p.m.  
GERMAN BETHESDA CHAPEL, WEST POINT: Morning Service, 11 a.m.  
ST. FRANCIS' CHURCH, WANCHAI: Mass (Chin.) 6 a.m. (Port.), 7.30 a.m., Benediction, 5 p.m.  
ST. JOSEPH'S CHURCH, GARDEN ROAD: Morning Service (English), 9 a.m.  
ST. ANTHONY'S CHAPEL, WEST POINT: Mass, 8 a.m.  
WESLEYAN METHODIST CHURCH: Services, 10.30 a.m. and 5.45 p.m.  
ST. PETER'S SEAMEN'S CHURCH: 11 a.m. and 6.30 p.m.

THURSDAY, 22nd.  
About P. & O. steamer *Japan* leaves for London etc.  
8 p.m.—Annual Dinner of the Devonian Society at Hongkong Club.  
(About C. & S. Co.'s *Strathgyle* leaves for San Diego and San Francisco.)  
Cargo ex *Silvestra* subject to rent.  
Cargo ex *Stachin* subject to rent.  
4 p.m.—C. & S. Co.'s steamer *Loening* leaves for Manila and Iloilo.

WEDNESDAY, 23rd.  
12 for 12.15 p.m.—Ordinary Annual and Extraordinary General Meetings of the "Star" Traction Co. at the Co's Offices, No. 2 Cantonment Road.  
Noon—O. & O. Co.'s steamer *Port* leaves for San Francisco etc.  
Noon—Cargo ex *Lancha*, subject to rent.

THURSDAY, 24th.  
Queen's Birthday.  
O. S. Co.'s steamer *Idemone* leaves for Laver pool direct via Suez Canal.  
FRIDAY, 25th.  
4 p.m.—N. Y. K. steamer *Kasuga Maru* leaves for Australia etc.  
SATURDAY, 26th.  
Noon—P. & O. steamer *Coromandel* leaves for Europe etc.  
9 p.m.—Concert at City Hall.

## SHIPPING AND MAIL NEWS.

MAILED DUE.  
American (*Nippon Maru*) 23rd inst.  
Indian (*Kamsang*) 24th inst.  
Tasmanian (*Freemantle*) 26th inst.  
Australian (*Australia*) 27th inst.  
Canadian (*Empress of China*) 29th inst.  
American (*City of Rio de Janeiro*) 1st prox.  
American (*Copier*) 8th prox.

The O. S. Co.'s steamer *Theresa*, left Singapore at noon yesterday, the 18th inst., and is expected to arrive here on the 24th inst.  
The N. Y. K. steamer *Mitsushima*, Bombay Line, left Shimonoeki for this port 18th inst., and is expected to arrive here on the 22nd inst.

HONGKONG AND WHAMPDO DOCK RETURNS.  
*Brooklyn* ..... at Kowloon Dock.  
U.S.S. *Monterey* .....  
*Hue* .....  
*Taiyuan* .....  
*Independent* ..... Cosmopolitan  
*Devastation* .....  
*Mongkut* .....

PASSED THE CANAL.  
Outward—2nd May—*Erkerberg*, *Ferdinand*, 5th May—*Dardano*, *Glanzer*, *Asztoria*, *Frederick*, *Porter*, 9th May—*Benetters*, *Orlando*, *Canton*, *Chatterbox*, 12th May—*Meranda*, *Hibachi*, *Maru*, 15th May—*Benloup*, *Kawachi*, *Maru*, *Wittenberg*, *Lies*, *Heidelberg*, *Peking*, *Norman*, *Lies*, *Kindistan*.  
Homeward—*Kong*, *Albert*, 2nd May, *Tankin*, 9th April—*Annam*, *Java*, *Matidia*, 15th May—*Wimur*.

ARRIVALS AT HOME—8th April—*Arctics*, *Tonkin*, 10th May—*Annam*.

Shipping.  
Arrivals.  
INDIA, Austrian steamer, 1,811 A. Mathonich, 18th May, Bombay 28th April, and Singapore 11th May, General—Sander, Wier & Co.  
MARIE JENSEN, German steamer, 1,700, Hemmer, 18th May, Haiphong 15th May, Rice and Coals—Jensen & Co.  
YUKI MARU, Japanese steamer, 854, J. Hollier, 18th May—Chefoo 13th May, Beans and Bean-cakes—Tong Kee.  
INDUS, French steamer, 6,330, G. Duchateau, 19th May—Marseilles 15th April, and Saigon 16th May, Mails and General—Messageries Maritimes.

POSTUM, Chinese steamer, 1,504, W. H. Lum, 19th May, Shanghai 16th May, General—C. M. S. N. Co.  
MINTRE, British steamer, 1,802, R. S. W. Parry, 18th May—Barry 3rd April, Coal—Doddwell & Co., Ltd.  
LYEEMOON, German steamer, 1,238, G. Heuermann, 19th May, Canton 18th May, General—Siemssen & Co.  
KWIYANG, British steamer, 1,084, A. W. Outerbridge, 19th May, Canton 18th May, General—Butterfield & Swire.

KWANG LEE, Chinese steamer, 1,505, R. L. Lincoln, 19th May, Canton 18th May, General—C. M. S. N. Co.

WOSANG, British steamer, 1,127, R. Johns, 19th May, Canton 19th May, General—Jardine, Matheson & Co.  
KANBU, British steamer, 1,138, C. Somerville, 19th May, Tientsin 12th May, General—Butterfield & Swire.

Clearances at the Harbour Office.  
*Wosang*, British str., for Shanghai.  
*Taiyuan*, German str., for Saigon.  
*Theresa*, French str., for Hailow.  
*Progress*, German str., for Tourn.  
*Yoku Maru*, Japanese str., for Canton.  
*Ho Ping*, Chinese steam-launch, for Wanchow.  
*Chara*, German str., for Haiphong.  
*Minerue*, British str., for Wei-hai-wei.  
*Fishan*, Chinese str., for Canton.  
*Haitching*, British str., for Swatow.  
*Diamond*, British str., for Manila.  
*Haidong*, French str., for Haiphong.  
*Haidong*, British str., for Haiphong.  
*Pak Kong*, British str., for Canton.  
*Lady Jolly*, British str., for Batavia.  
*Wachow*, British str., for Wanchow.  
*Tamsai Maru*, Japanese str., for Swatow.

Departures.  
May 19, *Hermes*, Norwegian str., for Hongkong.  
May 19, *Thistle*, British ship, for Moodyville.  
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May 19, *Indus*, French str., for Shanghai, &c.

Passengers—Arrived.  
Per *India*, from Singapore, 562 Chinese.  
Per *India*, from Hongkong, from Bombay.  
Miss R. Malvern, Mr. Taylor and infant, and Mr. Ah Fook, from Marcellles—Mr. Dural Henrich, and Mr. and Mrs. Pinto Lillo, from Colombo. 2 Chinese, from Batavia—Mr. and Mrs. Ugo Cohen, from Singapore—Mr. Hulchoff, Pol. Count Hayes, Mr. and Mrs. Vickers Beaufield, Messrs. A. Todd (2),



## Intimations.

**WANTED.**  
A REMINGTON TYPEWRITER, New or Second hand, if in really Good Order. Reply to P. O. Box 55, giving Particulars, Price, &c.  
Hongkong, 14th May, 1900. [630b]

**WANTED.**  
A COPY of the Local "HANSARD" 1897-1898.  
Address: L. J. F. Office of This Paper.  
Hongkong, 10th March, 1900.

**NOTICE OF REMOVAL.**  
I HAVE This Day REMOVED my Residence from No. 65, Praya East, to No. 7, LIGHTHOUSE ROAD.  
L. MALLORY.  
Hongkong, 16th May, 1900. [630b]

**NOTICE OF REMOVAL.**  
THE MUTUAL STORES have This Day REMOVED from Nos. 8 & 10, D'AGUIAR STREET, near POST OFFICE.  
NEW GOODS, EXTENSIVE REDUCTIONS IN PRICES.  
Hongkong, 15th May, 1900. [632b]

**NOTICE OF REMOVAL.**  
THE HONGKONG TIMBER YARD, ESTABLISHED 1852, has This Day BEEN REMOVED from No. 92, PRAYA EAST, Marine Lot 109, to Island Lot 1308, HOW RINGTON CANAL, near LIGHTHOUSE HILL, ROAD BRIDGE and opposite LEE YEN SEAGAR REFINERY.  
L. MALLORY.  
Hongkong, 1st May, 1900. [630b]

**NOTICE OF REMOVAL.**  
I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 15 to No. 5, D'AGUIAR STREET.  
H. RUTTOJEE.  
Hongkong, 27th April, 1900. [630b]

**DEVONIAN SOCIETY.**  
THE ANNUAL DINNER will be held at the HONGKONG CLUB on TUESDAY, the 22nd instant, at 8 P.M.  
Members intending to be present are requested to send in their Names to the HONORARY SECRETARY on or before FRIDAY, the 18th instant.  
The Secretary will be glad to receive the Names of Devonians wishing to join the Society.  
MOWBRAY S. NORTHCOTE, Hon. Secretary.  
Hongkong, 10th May, 1900. [630b]

**THE "STAR" FERRY COMPANY, LIMITED.**  
NOTICE TO SHAREHOLDERS.  
THE SECOND ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 2, Connaught Road, at NOON, on WEDNESDAY, the 23rd May, 1900, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to 30th April, 1900.  
The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 23rd instant, both days inclusive.  
EDWARD OSBORNE, Secretary.  
Hongkong, 5th May, 1900. [577b]

**THE "STAR" FERRY COMPANY, LIMITED.**  
NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the "STAR" FERRY COMPANY, LIMITED, will be held at the COMPANY'S OFFICE, No. 2, Connaught Road, on WEDNESDAY, the 23rd day of May, 1900, at 12.15 in the afternoon, when the SUBJOINED RESOLUTIONS will be proposed.  
1.-That the Capital of the Company be increased from \$100,000 to \$200,000 by the creation of 10,000 New Shares of \$20 each.  
2.-That the New Shares be issued at such time or times and at such premium as the Directors may determine.  
3.-That the New Shares be allotted to such persons and upon such terms and conditions as the Directors may determine.  
By Order, EDWARD OSBORNE, Secretary.  
Hongkong, 5th May, 1900. [578b]

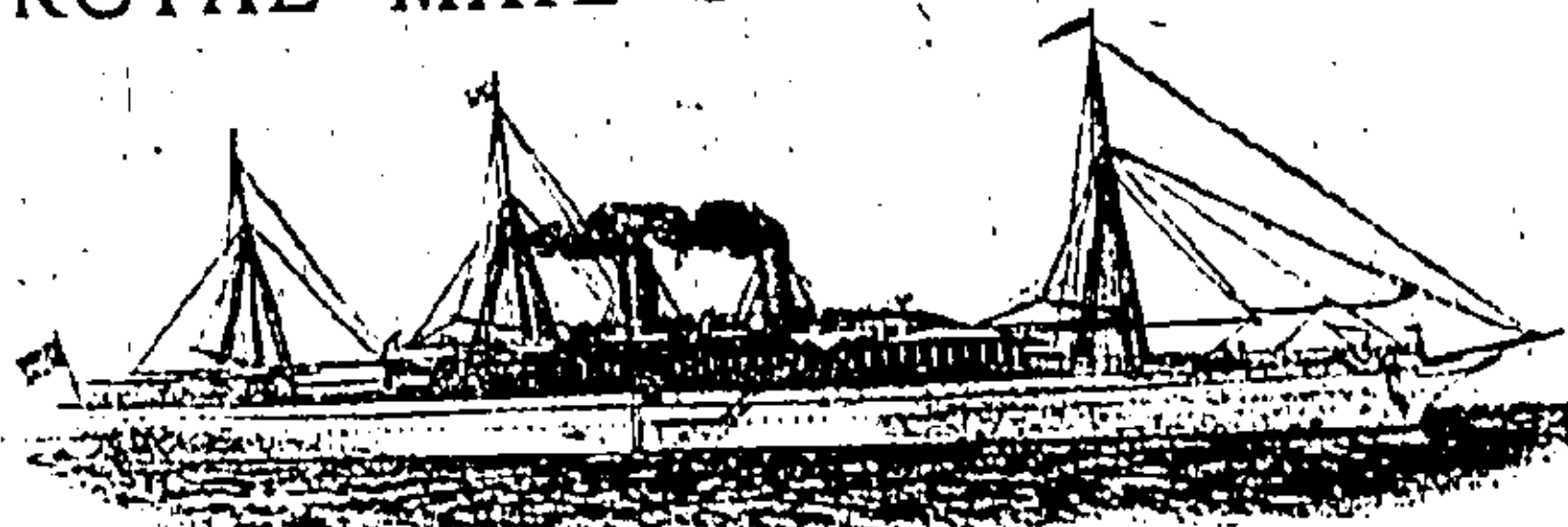
**THE "STAR" FERRY COMPANY, LIMITED.**  
NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the "STAR" FERRY COMPANY, LIMITED, will be held at the COMPANY'S OFFICE, No. 2, Connaught Road, on WEDNESDAY, the 23rd day of May, 1900, at 12.15 in the afternoon, when the SUBJOINED SPECIAL RESOLUTION will be proposed.  
Should the said Resolution be passed by the required majority it will be submitted for confirmation as a Special Resolution to a Second Extraordinary Meeting, which will be subsequently convened.  
That the Regulations contained in Table A in so far as they apply to this Company be altered as follows:  
That the following clause be substituted for Clause 37 of Table A: "The quorum for all the purposes of a General Meeting shall be not less than five members present in person or by proxy. No business shall be transacted at any General Meeting unless the quorum be present at the commencement of the business."  
By Order, EDWARD OSBORNE, Secretary.  
Hongkong, 5th May, 1900. [579b]

**UNION INSURANCE SOCIETY OF CANTON, LIMITED.**  
NOTICE TO SHAREHOLDERS.  
AN INTERIM BONUS of Twenty per cent. upon Contributions for the year 1899 has been declared.  
Warrants will be issued on the 1st May.  
By Order of the Board, W. J. SAUNDERS, Secretary.  
Hongkong, 20th April, 1900. [513b]

**SANITARY BOARD.**  
THE Attention of Owners of House Property in the Colony is directed to the Requirements of Section 7 of Ordinance No. 31 of 1899 with regard to the Provision of a Backyard for every existing domestic building, and to the fact that these Backyards must be provided before the 1st day of June, 1900.  
By Order, G. A. WOODCOCK, Acting Secretary, Sanitary Board.  
Hongkong, 10th April, 1900. [599b]

## Mails.

## CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



**SAFETY. SPEED. PUNCTUALITY.**  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

**PROPOSED SAILINGS FROM HONGKONG.**  
EMPRESS OF CHINA, Comdr. R. Archibald, R.N.R., WEDNESDAY, 6th June.  
EMPRESS OF INDIA, Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 27th June.  
EMPRESS OF JAPAN, Comdr. Geo. A. Lee, R.N.R., WEDNESDAY, 18th July.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers are booked through to all principal points and AROUND THE WORLD. Passengers are booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS at this route are owned and operated by the Company, and their appointments and cuisine are unequalled.  
For further information, Maps, Cruise Books, Rates of Passage, &c., apply to J. E. BROWN, General Agent, 10, Robinson Street. [5]

## CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

**PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.**

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.  
Strathgyle, 5023, Tuesday, May 22  
Belgian King, 3379, about, June 20  
Thyris, 3812, about, July 20

THE Steamship "STRATHGYLE" will be despatched for KOBE, YOKOHAMA, SAN DIEGO and SAN FRANCISCO, on TUESDAY, the 22nd instant, at 4 P.M.

Through Bills of Lading issued at any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passages, apply to BUTTERFIELD & SWIRE, Agents, Hongkong, China and Japan.  
Hongkong, 18th May, 1900. [528]

## NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

**PROPOSED SAILINGS FROM HONGKONG.**

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Albatross, 4421, A. Jackson, June 2  
Glenogle, 3750, W. Frakes, July 3  
Queen Adelaide, 2332, F. McNair, July 25  
Duke of Edinburgh, 3821, J. S. Cox, July 28

Also, FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Bracmar, 3601, W. Watt, June 9  
Argyll, 2907, Thomson, June 30  
Mount Athol, 2874, W. A. Evans, Aug. 4  
Bracmar, 3601, W. Watt, Aug. 25

THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDESS carried. HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28. Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL & CO., LIMITED, General Agents.  
Hongkong, 19th May, 1900. [4]

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

**PROPOSED SAILINGS FROM HONGKONG.**

Dora, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, Wednesday, 23rd May, at Noon.

Capricorn, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, Tuesday, 19th June, at Noon.

Gaith, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, Saturday, 14th July, at Noon.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on WEDNESDAY, the 23rd instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through-fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices, to accompany cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passages, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.  
Hongkong, 1st May, 1900. [5]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship "COROMANDEL," Captain F. W. Vibert, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 26th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to A. M. MARSHALL, Acting Superintendent.  
Hongkong, 12th May, 1900. [5]

## Mails.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
Hiroshima MARU	KOBE and YOKOHAMA	TUESDAY, 22nd May, at Daylight
S. Yoshizawa	SHANGHAI, CHEMULPO and NAGASAKI	TUESDAY, 22nd May, at 4 P.M.
Mikawa MARU	BOMBAY, via SINGAPORE and COLOMBO	FRIDAY, 25th May, at Noon
Mikawa MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 25th May, at 4 P.M.
Kasuga MARU	NAGASAKI, KOBE and YOKOHAMA	SATURDAY, 26th May, at Noon
E. W. Haswell	MARSEILLES, LONDON & ANTWERP, via STRAITS, COLOMBO and PORT SAID	FRIDAY, 1st June, at Daylight
Futami MARU		
J. Thom		
Hakata MARU		
F. L. Sommer		

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 15th May, 1900. [6]

## NORDEUTSCHER LLOYD.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)



## HAMBURG-AMERIKA LINE.

(Freight Service.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SARINIA	HAVRE and HAMBURG	6th June, Freight and Passage.
Fuchs	(LONDON with transhipment in HAMBURG)	About 21st June, Freight.
AMBRIA	HAVRE and HAMBURG	June, Freight.
Bismarck	(LONDON with transhipment in HAMBURG)	About 30th June, Freight.
SAMHA	HAVRE and HAMBURG	June, Freight.
G. Schmidt	(LONDON with transhipment in HAMBURG)	About 6th July, Freight.
FREIBURG	HAVRE and HAMBURG	July, Freight.
Feyen	(LONDON with transhipment in HAMBURG)	July, Freight.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

## TOYO KISEN KAISHA. U.S. MAIL LINE.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

**PROPOSED SAILINGS FROM HONGKONG.**

NIPPON MARU, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 31st May, at Noon.

AMERICA MARU, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 26th June, at Noon.

HONGKONG MARU, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 21st July, at Noon.

THE Steamship "NIPPON MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 31st instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding ORDERS FOR OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.  
Hongkong, 9th May, 1900. [7]

## PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

**PROPOSED SAILINGS FROM HONGKONG.**

City of Rio de Janeiro, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 9th June, at Noon.

City of Peking, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 5th July, at Noon.

China, (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 31st July, at Noon.

THE U. S. Mail Steamship "CITY OF RIO DE JANEIRO" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 9th June, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

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For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.  
Hongkong, 1st May, 1900. [7]

## Insurances.

## SALAMANDER FIRE INSURANCE CO.

## NOTICE.

THE UNDERSIGNED, having been appointed AGENTS for the above COMPANY, are prepared to accept Risks against FIRE at CURRENT RATES.  
HOTZ, SJACOB & CO.  
Hongkong, 31st March, 1900. [422b]

## NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE UNDERSIGNED AGENTS of the above Company are prepared to accept Risks against FIRE and CHINESE RISKS at CURRENT RATES.  
SIEMSEN & Co.  
Hongkong, 28th May, 1895. [130]

## To be Let.

"HARFORD" MAGAZINE GAR.  
GROUND FLOOR, 52, PRINCE STREET.  
THE RETREAT—MOUNT KELLET.  
5, RIPLEY TERRACE.  
GLENIFFER, KOWLOON.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 8th May, 1900. [42]

## Intimations.



THIS Piano subject needs looking into. For whereas, if you get a Good Piano at a Low Price you can sell it at a fair Price without difficulty should necessity arise, if you pay a fictitious price for a poor piano you can hardly realize anything on your investment. The pianos sold by us, besides yielding daily musical dividends, hold the money invested much safer than ordinary instruments, for the construction is honest and economical throughout.

Several Pianos returned from hire in good order VERY CHEAP.

THE ROBINSON PIANO CO., Limited.

The musical portions have not been slighted for the sake of showy external features.  
Hongkong, 10th May, 1900. [666b]

## NEW GOODS.

PLENTY IN HAND.

JAPANESE CURIOS.

D. NOMA, No. 12, Bensonfield Arcade, Opposite the City Hall.

F. BLACKHEAD & CO., SHIPCHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTIENS GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c. &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.



## THE SPECTRE OF THREE CHIMNEY BLUFF.

A TALE OF THE CHINESE CUSTOMS SERVICE.

BY JULIAN DALZIEL.

(Specially Written for the "Hongkong Telegraph.")

"You are faithfully and diligently to conduct yourself, and you shall not do or suffer to be done, abet, or conceal any thing or act prejudicial to the Revenue, or contrary to the Regulations of the Service." Provisional Instructions, Imperial Maritime Customs.

The Chinese Coast, the passenger who patronises the P. and O. or German mail-boat, appears but as a distant smudge of buff-colored ruddies, a mere dividing line between neutral, tinted sea and sky. The ten-thousand horsepower of the liner enables her to laugh at the strength of the monsoon, and lay her track up the centre of the China Sea, ten miles outside of everything. But she who tempests the wind to the shore has not overlooked the formation of this ungloomy coastline; but by throwing a chain of islands off the mainland, has formed thereby an "inner passage," so that the little coasters and the pine-knot "tramps" can find their way gingerly it may be and with much "rock-dodging" and perhaps even a night or two at anchor waiting for a slant—to the Treaty Ports, heedless of the angry trade-wind that piles in foam-flecked rollers, the open sea. And that man, who, leaving the beaten track, takes passage on one of these same coasters, will find in the fantastic gorges of the Hainan Strait and the sombre precipices that fence the Blackwall Channel, scenery that will be to him a vivid memory, when the vaunted beauties of Japan have faded to a misty picture of one painfully obtrusive volcano set over a rattle of tea-house roofs.

Immediately North of Swatow lies the Island of Namoo and on its Peak the rain-cloud rests perpetually. Its gloomy and forbidding front is in good accord with its unenviable reputation, that of being the haunt of the most desperate smugglers and pirates on all that unlovely coast. Rising to a height of two thousand feet in the centre it falls off gradually towards its Eastern end, which just out into the China Sea. On the extremity of this barren headland, about two hundred feet above high water mark, stand three columns of carefully finished stonework, about twelve feet high, three feet in diameter, and twenty feet apart. These columns were raised, some three hundred years ago, to the memory of the pirate Chen A-Pou and his two sons. They had been captured by the Chinese authorities, and that they might the more appreciate the honour which was being done them, the magistrate had them walled up, each in his own manner, alive. Such was—and is Chinese humour.

The simple fisherman shuns the waters by that lonely grave-crowned cape; the junk becalmed in its shadow indulges in such beating of gongs and burning of "joss-sticks." If the calm is prolonged, a member of the crew will be sent ashore to burn a stick before each monument, and so propitiate the spirit of the mighty pirate, lest he drag them downward to the "Yellow Springs." Often at night, so say the fishermen, lights are seen dancing about the summit of the cape, and more especially is this the case during the time of the Dragon Feast, the Gave Worshipping, and the Feast of Lanterns. Then they hold that the spirit of Chen A-Pou is freed for a time to visit the scene of his earthly exploits; and great would be the inducement required to make the boldest of the boat-people visit then the neighbourhood of these haunted cairns. Even the partly Europeanised crews of the coasting steamers, aver their fears to their officers when passing, solemnly saying, "Have got deblat that side." And indeed it is a eerie place enough. But the Admiralty charts, taking no note of Chinese legend, call the promontory Three Chimney Bluff.

On the morning of the last day of the year 1899, the Imperial Maritime Customs Cruiser *Hai-Kwan* lay at anchor in Junk Bay, at the convenient distance of half-an-hour's run in her steam-launch from the British Colony of Hongkong. The report that smuggling in the neighbourhood of Kowloon was on the increase had induced the energetic commander to call in there on his way to Swatow. Hongkong is more or less *à la* Christmas and New Year season. Far be it from me to insinuate that this had anything to do with the presence of the snarling, belated, and weary-looking face of the Commander. The Commander smiled. His mind was made up. At the dance to be given in the City Hall by the Scotch community that evening, a certain young lady would answer a certain momentous question and make him either the happiest or most miserable of beings. I do not think the Commander was ever really in doubt as to what the answer would be, or he would scarcely have smiled so pleasantly. And surely he was to be envied. An age junior in any other service he would have been a junior lieutenant, he was in command of a smart and comfortable little vessel, with the salary of a rear-admiral.

The cabin door opened softly, and his "boy" entered and laid a bundle of letters on the desk before him. Exclaiming, "Hullo! What's this?" he pounced on an envelope in the official yellow of the service, and tore it open. A look of consternation spread over his face. He sat undecided for a moment; and then, as if having made up his mind to face an unpleasant situation, he rung for his boy and said: "Tell the Chief Officer to come here!"

"Have got Hong Kong," was the reply. "Tell the Second, then," said the Commander. "Have got Hong Kong," was again the answer. "Well, the Third, you fat-head!" cried the irritated skipper. "Have got too," replied the boy, utterly unmoved by his master's show of temper. "Great scoundrels! have they all gone? Is there nobody on board at all?" the Commander asked, in amazement.

"All go ashore. Have got European slingshot to-night, sir," said the boy. "Chief Engineer no go," he added, as an afterthought. "Ah, I might have known old Mac," would be on board. "Dancing isn't much in his line," said the Commander. "Tell the Chief I want him!" he added, to the boy.

A minute after the Chief knocked at his door. "Come in, Mr. MacAllister. Sit down!" said the Commander. "Here's a treat for us. We're ordered to Swatow at once. Some more's nest of the Commissioner's wants looking up again, I suppose. So well looking steam as soon as possible. When can you let us have it?"

"I can shake the steam up soon enough, but my laddies are all ashore. There's a ball the night, ye ken. I'm thinkin' some of the officers 'll be on leave to, ferry likely," was the old highlander's reply.

"Doubtless, we'll soon have them on board," said the Commander, making nothing of the old Scot's last remark; the rules that hedged the discipline of the Service being mooted in the twinkling of an eye, and of course precluding the idea of all the officers being on shore leave at once.

"I'll send the gunner in the launch to hunt them up, and we'll leave this evening if possible. I'm beastly sorry to go," he concluded, unbending from his official manner, "but I get no option. The orders are imperative."

So it came about, that while the sun, setting in crimson glory behind Lantau, bathed the waters of the Lyce-moon Pass in ruddy gold, a dainty white cruiser, something between a yacht and a man-of-war, left the purple shadow of her anchorage and steamed swiftly away to the East. And the Commander, having seen her clear of the land and the coast set, sent for the First Officer and rated him for allowing all the officers to leave the ship at once; whereas the First made unkind remarks to the Second about the way the charts were kept; and the Second and Third shortly after had an unpleasantness about the winding of the chronometers. Third, not to be outdone, "went for the Gunner," and the Gunner visited his wrath on the Chinese crew of the forward six-pounder, giving them polishing drill to an accompaniment of fluent curses, till the spray coming over the bow as the little vessel met the monsoon made it advisable to ship the tarpaulin cover. The gun's crew, released from their "workup" drill, turned on the sailor's cook, and he, having no one to take it out of, wept bitterly into the rice-boiler. The sound of a long continuous wailing wail, which the engine-room skylight denoted that, as on deck, down below things were not running with their wonted smoothness; in fact there was trouble on board the Imperial Maritime Customs' Cruiser *Hai-Kwan*.

The forenoon of the next day saw them at anchor outside Swatow. The Commander had the launch lowered and steamed in to interview the Commissioner.

"Glad to see you, Captain," said that worthy gentleman. "I thought they'd send either you or the *Loe-Lao*; and I was in hopes it would be you, so that we could settle that line argument of ours, don't you know? Here's your chairman, then. The smugglers of North Kwangtung are at it again, running both arms and opium, and in no small quantities either. Now, from information received, I still hold to it that their headquarters is on the mainland somewhere near Chullum Bay."

"And I'd stake my month's pay on Namoo Island, and that for your 'information received' broke in the Commander. "Exactly so! I know you have the courage of your opinions," said the Commissioner, "but in this case you see I have particular reasons for believing that my information is correct, and that their 'hide' is in the hills to the North of Chullum Bay. Of course, I know you lay three weeks off there last spring, and beat up the neighbourhood thoroughly."

"Thoroughly!" exclaimed the Commander. "That is not the name for it. Why, my dear sir, there was not a house or a cave we did not sleep in, or a rock we did not sound for thirty miles round. And all the time we were there the contraband was run as regularly as ever. No, I pin my faith to Namoo Island. I've an old fisherman whose opinion is worth all your 'information received,' and he's dead nuts on Namoo. I tell you, when I get permission to beat up that island, there's going to be times for the crew of the *Hai-Kwan*. I would not take five thousand taels for my share of the seizure."

The old official smiled indulgently at the Commander's assurance, and said:

"I am glad to find you so enthusiastic, Captain; and happy to wish you every success, for here's your permission."

"Why thank you, sir," cried the Captain. "You'll be the great news for the boys on the *Hai-Kwan*. It's almost good enough to compensate for the loss of our New Year in Hongkong."

"Yes, I thought it would suit you. Not that I've altered my opinion, or think that you have any chance of a haul. Only I like to humour you youngsters a bit when I get a chance. Bye-the-bye," he went on slyly, "how is that little affair of yours in Hongkong progressing? Oh, you need not look conscious, my boy. You know what a coast this is for 'gump.' Well, I know me to wish you success there also. I knew her father in the 'sixties—big, big-hearted fellow as ever held the Queen's commission, and from what I hear his daughter is a credit to him. Off you go now! Good day!" and the old man waved him out of the office.

Deep in his plans for outwitting the most famous community of smugglers on the coast, the Commander entered the launch and was quickly on board his vessel. Short as the run had been, the time had sufficed for him to think out the outline of a scheme that seemed to have a fair chance of success. To arrange the details he called a meeting of his officers, and great was their jubilation when they found that at last they were to measure their cunning against that of the Namoo Island gang.

"Easy, gentlemen, easy!" exclaimed the Commander. "Don't mention that name more than you can help. It doesn't do to trust even our own people too soon, and I saw a fishing-boat alongside when I came on board. You know how miraculously news travels in China, and there's no need to let these gentry know we are going to look them up before it is absolutely necessary. Now my plan is this: Let us get under weigh at once, and steam ostentatiously through Clipper Roads, past Namoo, to our old anchorage in Chullum Bay, giving out that we have come to interview our friends of last year. Every evening, as soon as darkness has properly set in, the launch will tow two boats over to the island, and the three will patrol round it and return to the ship before daylight. I wish I could have induced the Commissioner to have sent one of the Customs Junks with us; they are invaluable for this kind of work. As a last resource we can of course launch openly and, claiming the 'help' of the local *tao-tai* (magistrate) search the island; but you know from experience how much we are likely to find by that method. The *tao-tai* of a smuggling community is generally the biggest rogue of the lot; if he doesn't smuggle, he squeezes the others so heavily that they are forced to smuggle to make a bare existence. No, the quiet way is the best! Just keep your eyes well peeled and I've no fear but we'll drop them all right."

"Don't you think it would be better to do without the launch, sir. The 'laine' from her funnel will be apt to give us away," said the First. "I can't see how to do without her. It's too far for the men to pull and arrive there in time to be of any use. Let her patrol the sea-ward side of the island; there's always fishing craft about, and she will hardly be distinguishable amongst their lights. Now, then, if you've no other objections, I think we may start at dusk. Get the anchor up, Mr. Jones, and ring the 'Stand-by.' Mr. Ross!" the Commander concluded, reaching for his white covered uniform cap as a hint that the council was over.

Before sundown the *Hai Kwan* was at anchor in Chullum Bay, sheltered on every side by round-backed barren treeless hills, dry water-courses scarring their sides, and round their base a fringe of gloomy boulders and rugged sea-carved steep, against which the almost invisible swell that crept in through the narrow entrance from the sea surged and broke into silver foam, filling the air with a ceaseless muttering and sultry roar.

That night, beyond keeping the usual patrol round the ship, nothing was attempted. The next day was spent in what the irreverent Third officer termed the "noble game of bluff"; in looking up the known shady characters in the vicinity. The First Officer, not being required for this duty, spent his day in overhauling the boat equipment; and seeing everything in perfect order for the arduous duty which was to follow. Nor were the engineers idle. The interior, under the observant eyes of Mr. MacAllister, took the launch engines to pieces; and after taking a little on this forward bearing, and 'taking a little off' that crank-pin brass, and generally touching up the delicate works all round, turned out a machine that to the untrained sense worked with absolutely miraculous smoothness. Then, not content to leave anything to chance, the old Chief took the launch for a spin himself, remarking to the Second on return to the ship, "Aye, she's not so bad. That valve gear might be improved on. Tell the gomeril that drives her to give the valves plenty of oil the night. Wait a minute! That's the ferry thing—funny! never thought of it before. Get me a ten gallon oil-drum. Aye, that's the thing, laddie. Now, the funnel's six inches in diameter, so cut a six inch hole in the end of the drum—that is the thing. Now, get a cross-cut chisel and file the sides of the drum full of holes. Now, some seizing-wire from the Deck-Department, and there you are, a gee-en-tee! And for any twigs that the engine-room skylight twigs the flame from this boiler's funnel."

Shortly after sundown all was bustle on board the little cruiser. The launch and two boats were fitted out and manned. The Chinese crew working with a smartness, and showing a knowledge of their business that would have been a credit to the discipline of any navy. The men were armed with Martini carbines and cutlasses, and the officers took their revolvers; for, although the Rules of the Service strictly forbid bloodshed, the reputation of the Namoo Islanders made it advisable to be prepared for any emergency. The Second and Third Officers each took charge of a boat, the steam launch, having merely the sea-board to watch, was a post of smaller importance, and fell to the Gunner. In ten minutes the bustle was over; the boats, in tow of the powerful little steamer, had plunged into the darkness of the night, leaving the Commander and his First to pace the deck in kindly conversation under the starging Orient stars.

For more nights than the crew of the *Hai-Kwan* care to remember, the same performance was gone through; the boats leaving at sunset and returning to the ship just as dawn began to lighten the East above the shadowy sea. The unremitting toil, exposure, and want of sleep had worked the junior officers into a state of noisy discontent; and even the long-suffering Chinese crew spluttered and growled when the order, "Number one and two boat's crews and the launch for patrol duty," rang through the ship night after night. Not a sign had been seen of the smugglers; not a junk boarded had contained anything of a nature worth confiscation. The only entries at all out of the common that the log contained regarding the boat duty was, that on the nights of the sixteenth and twentieth the East above the shadowy sea had observed a bright steady light on the East promontory of Namoo, in the vicinity of Three Chimney Bluff; which had been extinguished when the launch arrived within half a mile of the shore. The Commander was getting uneasy; and the letters he received every other day from the Commissioner telling him that the contraband was still being run with astonishing regularity, did not tend to increase his cheerfulness. His last communication was especially exasperating.

"You will be happy to know," the sarcastic old fisherman went on, "that the usual consignments of arms, valued at four thousand taels, was landed near Chullum village early on the morning of the twenty-second, ten chests of opium were landed near Chaun Bay, being part of a shipment of twelve, the remaining two of which were captured by the I.M.C. junk *Matsu*. The I.G. (Inspector General) writes to know if anything has been done with regard to Namoo Island; so I expect to have details of a search by return."

"This is growing serious," murmured the Commander, "the men are lining above for the twentieth time to see if it left any loophole by which he could escape giving orders for a search."

"Let me see... what were the dates again? The seventeenth and the twenty-second, both in the early morning, eh? Now I wonder, send me the log, Mr. Sims," he called out with a sudden access of energy, as the Gunner's shadow fell across the doorway. "Ah, I thought so. What a fool I've been not to see it before. That light on Three Chimney Bluff was a smuggler's signal, or I'm a Dutchman!" he cried joyously. "Don't you observe from the dates that each time it has been reported contraband has been run. Of course our dates are a day ahead of the Commissioner's; naturally enough, as we took the beginning and the end of the same night. Now at last we've got hold of something definite—it could never have been coincidence! At any rate, I'll risk the postponement of the search until we've investigated the mystery of that light. There was an interval of five days between the appearances of the light, and this is the fifth night since it last appeared, so we run a chance of catching it tonight. Do you think the light will be visible from the beach? Ah, you think it would be too far over the crown of the hill to be visible, eh? Just so; kindly tell the Second and Third Officers I want to see them!" he concluded.

(To be continued.)

## WAR NAMES.

The *Western Mail* recently had an amusing article on naming of war names to babies. It is hard on the babies that they should have to bear all their lives the earmarks of a fleeing war-farer, and in many cases the Society for the Prevention of Cruelty to Children might almost have cause to intervene. Fortunately for the newly-born generations, many of the names of battlefields are unsuitable. No parent would condemn a child to the name of Omdurman or Dargal. These are available only for villas. But during the Crimean War Almas and even Balaklava were plentiful, and some of them have been given to babies. The one in the West in which a baby was christened Almas Balaklava Intermar; happily for the poor little war-laden creature the fall of Sebastopol was deferred for a time, or that name would have been added by the patriotic parent. Wales just now seems to have caught this kind of fever badly, and the *Western Mail* gives some amusing results, amongst which are a Tugla James, a Modder River Jones, a Kimberley Clifford, a John Redvers, Buller Thomas, a Harry White, a very Joseph, a William Symonds, Redvers Jenkins, and a Zachariah John Redvers Jones. But one of the most comprehensive

christening combinations is an Ezekiel Methuen Macdonald Baden-Powell Williams. Even poor little baby girls have to suffer, for there is a Jenny Ladysmith Jones and a Violet Ladysmith Phillips.

## INSURANCE SWINDLES.

SOME NOTORIOUS CASES.

The annals of insurance contain many astounding cases of fraud. The investigations made by the different companies are, as a rule, of such close character that he is an unusually clever scoundrel who succeeds in his little game of deception with a view to pecuniary benefit.

Some of the most painful cases have been those in which the directors of the concerns have themselves been the guilty parties. The famous vibrator case is still fresh in the minds of everybody; a few years ago there was another one which created a great sensation in the North of England, and which resulted in the disgrace and social ruin of men who had been considered to be of the highest character, and who had been trusted with the management of property valued at a million pounds.

A certain firm, which had the business management of a large

## NUMBER OF STEAMERS

insured them for repairs in a society which existed especially for the purpose. Whichever any of the vessels required anything done to it the society, according to agreement, duly paid over to the firm the amount which the repairs had cost, and it so happened that the members of the firm were also directors of the society.

In their former capacity they entered into a secret agreement with a repairing establishment, the conditions of which were that all the work possible should be sent to this one place, and that as a return, a receipt should be given to the firm for amount very much in excess of what was paid. For instance, £250 was paid, a receipt was given for £1,000, and this being shown to the insurance society, the latter handed over a cheque for that amount to the firm, who

## THUS CLEARED £330.

A clerk employed by one of the parties discovered what was going on, and exposed the whole swindle.

A most extraordinary case was heard at Bristol, some time ago, which ended in long prison terms for two guilty parties. One of these was agent for a well-known insurance society, and the other, through the medium of a woman, who was afterwards severely reprimanded, submitted to him proposals of insurance in respect to persons who had no existence. According to the society's rules, the agent himself received and kept all the premiums, which were paid during the first six months, and not until six months had passed was the society liable to pay out any insurance if the party died. The proposals were duly passed and the agent received the premiums, and no sooner was it possible to draw any insurance money than the man who had brought the imaginary cases forward, declared the parties to have just died and produced

FOREIGN DEATH CERTIFICATES. To prove it. The insurance money was handed over to him, and he pretended to pass it on to the imaginary next-of-kin to the imaginary deceased, subsequently sending to the insurance company the former's receipt for it. It was an astonishing forgery from beginning to end, and the whole affair was one of the most elaborate insurance swindles on record.

The impersonation of a person of weak health by perfectly sound one, is a Monson, for the purpose of passing an insurance company's medical test, is no new idea, though one of the most daring to be conceived. At Liverpool a while back, an insurance agent was sent to penal servitude, and a medical assistant to imprisonment for working a little matter of this kind. A woman who was suffering from cancer was insured in two offices, and when the

MEDICAL EXAMINATION became necessary, another and perfectly healthy woman was secured for the purpose.

The favourite method of swindling the insurance companies, however, is by wilfully setting fire to buildings and goods well covered in a good office, and great is the damage displayed. In one case, all the plaster was carefully picked from the walls beforehand and loose inflammable material laid next to the bare laths, whilst in another it was proved that the incendiary had spent the whole of the two previous days in chopping up wood for the purpose and getting in paraffin oil. This industrious swindler had insured all the furniture in his home for a big figure; but with a view of making the utmost possible out of his enterprise he had carefully removed it to a place of safety before he applied the light to the sticks and paraffin. He afterwards spent five years at a convict settlement.

## GAMBLING AT MONTE CARLO.

THE SUPERSTITIOUS PLAYERS.

A correspondent at Mentone, writing to one of the London papers on March 13th, reports that "the season is now at its best, Monte Carlo, Nice, and Mentone being particularly full. Indeed, the manager of the largest and best-known hotel in Monte Carlo has said that the bookings for rooms for April will create a record in the history of the hotel for that month. The gardens of the Casino are in a magnificent condition. In the daytime we have a beautiful hot sunshine, and at eventide there are always the tables and the opera or classical concert for choice within the Casino."

And what a sight these gaming-rooms present! You get your ticket of admission, and, after a careful survey of your dress, the doorkeepers allow you to enter. This year the galleries are more than particular and impose the most ridiculous restrictions. You may not enter with your trousers turned up, and if your boots are dusty from the walk up the hill from Monaco or elsewhere, you must have them cleaned. A friend of mine, who is suffering from rheumatism in the shoulders, has been in the habit of donning a soft frosted shirt and scarf, as it pained him somewhat to wear the ordinary collar. He was refused admittance, and not all the arguing in the world would alter the decision of the Casino authorities.

Thus with boots, shirt, and garments arranged exactly to the satisfaction of their majesties, you enter the *salle de jeu*. Here is a crowd gathered from all parts of the world, English, Americans, Russians, Germans, Japanese press eagerly round tables. Some stake for the mere fun of the thing, and go away contented whether Fortune smile or frown. The confirmed gambler plays with a steady head and upon a system which he knows must succeed in the end, but never loses. Even when all is gone he is still faithful to his calculations; he could have gone on a little longer it would all have come as he wished. Watch again that young couple honeymooning, her face alight with the glamour of the thing, the piles of five-louis pieces and notes before her eyes, and staking what she tells her, both happy and heedless of the feverish bustle round them.

One well-known Italian player, when staking a five-louis piece, always thrusts his tongue into his cheek. An old lady goes so far as to put her tongue right out. Another places her stake with such a remark, as "That's for Lord Rosebery." The same lady is credited with

being the individual who would lean on the shoulder of another player, and remark that she had placed her curse on his stake, which was enough to damp the spirit of the most hardened gambler. Inveterate gamblers have their charms—coins, coral, and even old gloves. A hunchback is supposed to bring infallible luck. A couple of hunchbacks were hanging about the gardens of the Casino some seasons ago, and a superstitious old gambler invited them for a certain sum to come in and sit on each side of him. They did so. Besides having a five-franc piece with a hole in it on the table in front of him, the old gambler believed in a piece of cord which had served the hangman's purpose. He would stroke the humps of each man in turn, and then place a hundred francs on the number 33. He lost again and again, and at length rose and left the building. Once outside, the hunchbacks quarrelled over the money they received, and proceeded to fight it out. After a few rolls on the ground the humps became displaced and fell out of their coats. The rage of the tricked gambler knew no bounds, and real backbones very quickly felt the strength of a stick, accompanied with many doses of boot-leather.

Back to superstitions once more. One old player will never enter the room until he has seen five consecutive women come out; another waits until he has an opportunity of entering with two other men. If you wish to test the affection of your better half, ask him to lend you some money while he is playing. He will not at another piece! Men will keep a certain suit of clothes to play in; women believe that a particular pair of gloves is responsible for luck, and no woman will dare to mend a pair which have brought her good luck, as she fancies, even though the finger tips are discoloured to view.

## THE COMPOSER OF "ANNIE LAURIE."

Lovers of Scottish song will be interested in the following notes from *M. J. A. J.* concerning the late Lady John Scott-Spottiswood, who died recently at her seat in Newickshire at the great age of 90 years.—"She was best known as the composer of the popular air, 'Annie Laurie,' and wrote the modern version of it. In answer to an inquirer, Lady John said: 'As to 'Annie Laurie,' I composed the tune long ago to other words, but, happening one day at Marchmont—when on a visit to my sister, Lady Hume-Campbell—to meet with the words of 'Annie Laurie,' I thought the tune would suit them. I did not think the second verse was adapted for singing. I therefore altered it and added the third. The song soon became the rage all over Scotland. Always an assiduous antiquarian, she made it a point to secure every curious thing found in the districts of her various estates. Her collection of antiquities is one of the best in Scotland. Nothing about the estates which in any way served to keep alive the memory of the past was ever allowed to be interfered with. Old place names were strictly adhered to. A farmer who rented her farm of 'Houlet's Ha' desired to alter the name to another having an English spelling, which he put on the sign cards of his estate. Her ladyship, on hearing of this, at once ordered the immediate return of the name. On gates which she wished to be kept closed, she caused the direction, 'Steek the Gate,' to be placed in the vernacular, instead of the usual 'Shut the Gate.' She liked all her houses and cottages to be thatched, instead of slated or tiled, and she always burnt peat instead of coal. Lady John Spottiswood is succeeded in the Spottiswood estates by a grand-nephew who is only fifteen years of age. He is the son of a daughter of her late brother, Colonel Andrew Spottiswood, of Spottiswood (from whom she inherited the estates), who married Captain Herbert, a son of the late Herberts of Muckross. Both Captain and Mrs. Herbert died some years ago."

During a stay of Emperor William I. of Germany at the fashionable watering-place of Ems, that monarch paid a visit to a large orphan asylum and school that was under Government patronage. The presence of so distinguished a personage created quite a sensation in the establishment.

After listening with much interest to the recitations of several of the classes, his Majesty called to him a bright, flaxen-haired little girl of five or six years of age, and lifting her into his lap, said to her:

"Now, my little Fraulein, let me see how well you have been taught. To what kingdom does this belong?"

And taking out of his pocket an orange, he held it up to her.

The little girl hesitated for a moment, and looking timidly up in the Emperor's face, replied:

"To the vegetable kingdom."

"Very good, my little Fraulein; and now, to what kingdom does this belong?"

And he drew out of his pocket a gold piece and placed it on the orange.

Again the little girl hesitated, but she soon replied:

"To the mineral kingdom."

"Better and better," said the Emperor. "Now look at me, and say to me what kingdom I belong to."

The little girl hesitated long, as if perplexed as to what answer she would give. Was the Emperor an animal? Her eyes sought those of her teacher and her schoolmates.

Then she looked up to the eyes of the aged Emperor, and with a half-start, frightened look, as if she were trying to evade the question, replied:

"To the kingdom of Heaven."

The unexpected answer quite upset the equanimity of the old gentleman.

## EMPEROR BY DIVINE RIGHT.

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## DID YOU KNOW THAT

Thirst may be more quickly and safely allayed by eating chipped ice than by any cold beverage?

Potatoes, beans, and peas are heating vegetables, consequently should be eaten sparingly during hot weather?

If fans were never in evidence except in public assemblies, where a close and vitiated atmosphere cannot be avoided, it would increase rather than lessen one's comfort?

Oatmeal-water flavored with lemon juice, cold cocoa, chocolate cream, or cold bouillon is not only much as well as drink, but is even more cooling than ices?

Over-ripe fruit is a menace to health? A dry rub with a bath towel or flesh brush; a generous dusting of bath powder, and fresh sleeping apparel will go far to insure rest on a sultry night?

## Intimations.

For Nervous Exhaustion

CHAPOTEAU'S Phosphoglycerate OF LIME

The modern restoration of the nervous system. For brainworkers, professional men, workers, students, etc., and to debility, neuralgia, loss of nervous origin and origin, etc. It is readily assimilated and promotes digestion.

PHOSPHOGLYCERATE SYRUP (CHAPOTEAU)

PHOSPHOGLYCERATE WINE (CHAPOTEAU)

PHOSPHOGLYCERATE CAPSULES (CHAPOTEAU)

8, rue Vivienne, PARIS-FRANCE

## UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast-Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.



